

**Martell's Brandies**  
are known and used for  
all over the World.  
Sole Agents,  
**H. Price & Co.,**  
12 Queen's Rd., Central.

# The China Mail.

ESTABLISHED 1843.

No. 12,807.

廿五十四年四月五日

HONGKONG, FRIDAY, APRIL 15, 1904.

日十三年二月十五日

PRICE, 83.00 Per Month.

## TO SMOKERS:

DUTCH CIGARS.

HAVANA CIGARS

LA INDUSTRIAS, ... 86 per Box of 100.  
PREDELECTAS, ... 815 per Box of 100.  
Packed in Boxes of 50, \$7.50.

ANDALUZAS, ... 830 per Box of 100.  
Packed in Boxes of 25, \$7.50.

**MACEWEN, FRICKEL & CO.,**  
3, DUDDELL STREET.  
Hongkong, April 4, 1904.

## W. S. BAILEY & CO.

Engineers, Shipbuilders, Boilermakers,  
Blacksmiths, and Brass and Iron Founders.

COAST AND RIVER STEAMERS, STEAM WATEE BOATS, LIGHTERS,  
TUGS AND FAST STEAM-LAUNCHES.

Pumps, Packings, General Stores, and Engineers' Tools of Every Description.

OFFICES & SALES-ROOMS, ENGINE & SHIPBUILDING WORKS,  
20, QUEEN'S ROAD CENTRAL KOWLOON BAY

W. S. BAILEY, MANAGER E. O. MURPHY, WH. SEC. A. L. NECHIE.

CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK.  
PLANS, SPECIFICATIONS AND TENDERS.

Consulting and Superintending Engineers and Surveyors.

## Wanted.

### SITUATION WANTED.

A Young Man just arrived in the Colony  
Wants position as BOOK-KEEPER  
or CLERK in a Merchantile House. Good  
References.  
Apply to "G. O.",  
Care of "CHINA MAIL" Office.  
Hongkong, April 14, 1904.

### WANTED

To Rent, Standard TYPEWRITER.  
Reasonable terms and good Security.  
Apply by letter stating Terms.  
Address: "J. G. C.",  
Care of "CHINA MAIL" Office.  
Hongkong, April 14, 1904.

### WANTED

LADY to SHARE HOUSE in Kow-  
loon, with another. Whole or Part.  
FURNISHED  
Apply "X. X.",  
Care of "CHINA MAIL" Office.  
Hongkong, April 15, 1904.

## Intimations.

UNION INSURANCE SOCIETY OF  
CANTON, LIMITED.

FROM This Date and during my absence  
from the Colony Mr. C. MONTAGUE  
EDDIE will act as SECRETARY of the  
Society.  
By Order of the Board,  
W. J. SAUNDERS,  
Secretary.  
Hongkong, April 11, 1904.

## TANG YUEN.

BOARDING ESTABLISHMENT.  
Splendid View of Harbour.  
No. 18, MACDONNELL ROAD.  
Under European Management.  
Apply at the House,  
or  
At FAIRALL & CO.,  
Opposite Hongkong Hotel.  
Hongkong, June 10, 1903.

## MACAO AND CANTON HOTELS.

A LITTLE CHANGE.  
THE Round Trip from HONGKONG to  
MACAO, thence to CANTON and  
back to HONGKONG, will be found in-  
teresting and enjoyable.  
Wm. FARMER,  
Proprietor.  
Hongkong, March 10, 1904.

## THE POPULAR SCOTCH IS BLACK & WHITE™



JAMES BUCHANAN & CO.  
SCOTCH WHISKY DISTILLERS.  
By Appointment to  
**H.M. THE KING**  
and  
**HRH the PRINCE of WALES**

Supplied at all the leading Cafes and  
Hotels, and to be obtained from LANE,  
CRAWFORD & CO., Queen's Road  
Central.

Bovril is an ideal food  
for the strong and the  
weak. Bovril imparts  
extra vigor to the healthy,  
greater strength to the  
ailing. Bovril is, more-  
over, a true friend in the  
kitchen. It adds nourish-  
ment, and gives a delight-  
ful "twang" to soups,  
sauces, gravies and  
entrees.

**BOVRIL**

To be obtained at all Stores, Umbrella  
Houses, &c., throughout Hongkong, China  
and Japan.

TELEGRAMS: "CARMICHAEL," HONGKONG.

A. B. C. Code, 4th Edition.

A. I. Code.

Lieber's Standard Code.

TELEPHONE: 222.

Hongkong, March 14, 1903.

DR NEWELL WILSON,  
DR WILLIAM DANIEL,  
DENTISTS.

LATEST AMERICAN METHODS.

REASONABLE FEES.

NO CHARGE FOR EXAMINATIONS.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

Hongkong, February 18, 1904.

21, QUEEN'S ROAD CENTRAL  
(First Floor, Watkins' Building).

Hongkong, February 18, 1904.

2206

## Business Notices.

## BELL'S ASBESTOS EASTERN AGENCY, LIMITED, COLLATORS FOR BELL'S ASBESTOS CO. LTD., LONDON.

Bell's Asbestos 'Dagger,' 'Demon,' and other well known packings for Piston  
Rods, etc., suitable for highest pressures. Pump Packings, Jointing Material, As-  
bestos Cloth, Tape, and Boiler Door Joints, metallic or non-metallic—Rubber and  
Vegetable Fibre Valves for Air and Circulating Pumps, Gauge Glasses, Packing  
rings of Asbestos, Rubber and Woodite.

Bell's Asbestos Non-conducting Composition for covering Boilers, Steam Pipes, etc.  
(only best quality kept). Boilers covered with Bell's Composition repay expense of  
covering in a few months by saving of fuel. Estimates given for Covering Boilers, etc.

Bell's Asbestos Expansion Tape, Millboard, Insertions, and Rope.

Bell's Asbestos Special Engine Oil—unsurpassed for Marine Engines. A large  
Stock of Engine and Cylinder Oils always in hand.

Bell's Asbestoline—a Solid Lubricant, clear and efficient—1 lb. is equal to from 2  
to 4 gallons of oil.

Bell's Boiler Protective specifically removes existing scale and prevents corrosion—  
does not injure the plates.

Asbestos Packed Corks, Stop Valves, and Gauge Columns. Steam Gauges and  
other engineers' requisites always in stock. Lists and Prices on application.

BRADLEY & CO., Managers,  
Hongkong.

OFFICE, 6 Des Vaux Road,  
opposite King Edward Hotel entrance.

</

## Intimations.

**G. FALCONER & Co.,**  
WATCH-MAKERS AND JEWELLERS.

NEW SELECTIONS OF  
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,  
HIGH-CLASS GOLD AND SILVER WATCHES.  
LARGE ASSORTMENT OF SPECTACLES.

PINCE-NEZ AND EYE PRESERVES.

G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS, ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.

64, QUEEN'S ROAD.

**M. MUMEYA,**

JAPANESE ARTISTIC LAND PHOTOGRAPHIC  
ENLARGEMENTS ON BROMIDE PAPER.  
AND FINISHED IN CRAYON.  
ALL KINDS OF WORK DONE FOR AMATEUR  
& QUEEN'S ROAD CENTRAL.

JAPAN

COALS.

**MITSUI BUSSAN KAISHA**  
(MITSUI & CO.)

HEAD OFFICE: 1, SHIROYA-CHO, TOKYO.  
LONDON BRANCH: 34, LIME STREET, E.C.

HONGKONG BRANCH: PRINCE'S BUILDINGS, 108 HONG STREET, FIRST FLOOR.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Siam, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Makassar, Kuta, Shimoneseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchington, Sasebo, Matadura, Mikasa, Hakodate, Valparai &c.

Telegraphic Address: "MITSUI" (A.R.C. and A. Cables.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yatomo, and Ida Coal Mines.

SOLE AGENTS for Hokoku, Honda, Kaeda, Fujinotan, Minami, Manpoora,

Onoura, Oseiji, Sawahara, Tomobura, Yoshihatai, Yashio, Yunokibara, and other Coals.

N. INIZUKA, Manager, Hongkong.

Hongkong, April 24, 1904.

111



You Can Get

more satisfaction out of an absolutely pure, well-made beverage than any other kind, and that's why

DIANED DEER holds its old friends. Once you try it, the other kinds are not good enough.

A. S. WATSON & Co., Ltd., sole Agents for HONGKONG, CHINA AND DIAINA.

per Case { 6 dozen Pints..... \$16.50  
(Special terms to large buyers) { or 4 dozen Quarts,



EXQUISITE FLAVOR

## Intimations.



## GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out from Shekoumen Island in a South-Westerly direction at Ranges from 2,000 to 4,000 yards, on the 16th instant.

If the weather is unfavourable on the above date, practice will take place on the 17th instant.

Practice will commence at 9 a.m. and finish about 11 a.m., if the range is clear.

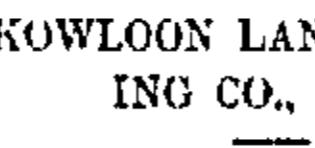
By Command,

A. M. THOMSON,  
Acting Colonial Secretary.

Colonial Secretary's Office,

Hongkong, April 7, 1904.

675



## GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out from Upper and Lower Belcher, Fly Point and Elliott Batteries, on the 22nd April, 1904, in a North-Westerly direction at ranges from 2,000 to 8,000 yards, commencing at 9 a.m. and finishing about 11 a.m., if the range is clear.

If the weather is unfavourable on the above date, Practice will take place on the 23rd instant.

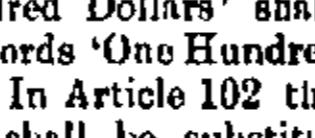
By Command,

A. M. THOMSON,  
Acting Colonial Secretary.

Colonial Secretary's Office,

Hongkong, April 13, 1904.

709



## GOVERNMENT NOTIFICATION.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the OFFICE of the Company, on TUESDAY, the 26th day of APRIL, at NOON, for the purpose of confirming the following Special Resolutions which were passed at the Extraordinary General Meeting of Shareholders on the 6th instant.

SPECIAL RESOLUTIONS.

(a) In Article 81 the words "Five Hundred Dollars" shall be substituted for the words "One Hundred and Fifty Dollars."

(b) In Article 102 the words "an Auditor" shall be substituted for the words "Two Auditors."

(c) In Article 108 the word "Auditor" shall be substituted for the word "Auditors."

By Order of the Board of Directors,

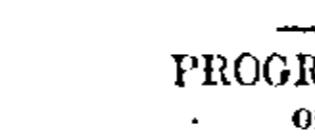
A. SHELTON HOOPER,  
Secretary to the Hongkong Land Investment and Agency Company, Ltd.

General Agents for the Kowloon

Land and Building Company, Ltd.

Hongkong, April 9, 1904.

688



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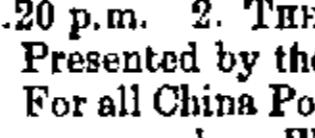
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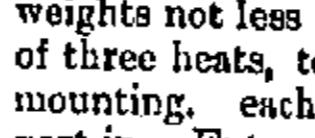
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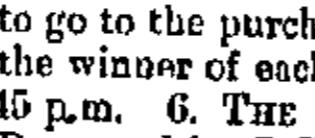
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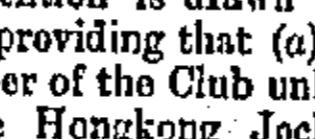
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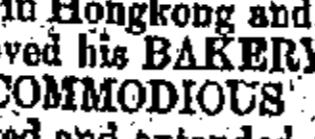
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'IAN MACLAREN' ON  
NATIONAL IDEALS.

An All-Round Onslaught.

At the ninth annual meeting of the National Council of the Evangelical Free Churches, held at Newcastle-on-Tyne, the Rev. Dr Watson ('Ian McLaren'), in a paper on 'The Coarming of National Ideals,' asked whether there had not been a cooling of the devotion to unselfish and chivalrous enterprise which used to be one of the most engaging characteristics of Englishmen. If 'Uncle Tom's Cabin' were published to-day, would it excite the same human sympathy and intense indignation as before? Some of them judged that the last lamentable War was in the end inevitable, but it could not be forgotten that it was largely brought to pass by the lust for gold, and by the conduct of International criminals, who ought to day one and all be in penal servitude, but who instead, he thought, were sitting in Parliament (cheers, 'Shame,' and a Voice, 'Why did you not say that before?'). He had, he replied, said every word of it from his own pulpit (cheers). Every year sport was becoming less personal and more vicious. It was one thing that men should play football themselves, and another that tens of thousands should go to witness hooligan playing to win money for spectators, who rioted like savages at disappointment. Was there ever such a cant to defend horse-racing because it secured a good breed of horses (laughter). Take the complexion of life present day society. Never had there been more theatres, never had they been more luxuriously equipped, and, nor, by general consent of the dramatic critics, had they done less for Art (near, hear). The theatre in Elizabethan days was an abject place, but the plays presented were literature. The staging today was magnificent, but the plays were seldom Art, and very often were not morality. More books were issued every year but a literary magazine could hardly live. Luxury had risen to so startling an extent that young people refused to establish a home unless they had twice the sum on which their fathers and mothers began. Young men did not heed serious matters. The average young man could not tell the names of the members of the Cabinet (prolonged laughter). (A Voice: 'Which do you mean?') 'Why,' asked Dr Watson, 'had anything happened that afternoon?' (much laughter.) He knew the names of ten when he left London that day (more laughter). In conclusion, he said that if every man should have to make his choice for himself and his nation between man, luxury, and vice on the one hand, and simplicity, purity, and faith on the other, then the spirit which had been slumbering would awaken once more (cheers).

TOO MUCH FOR ONE MAN.  
There is no art of which it is more difficult to obtain a complete mastery than the healing art, human ailments being many and complicated. But then, which makes the physician's skill most is what it is that troubles the patient. In exactly what it is that troubles the patient. In many cases this is a difficult task that the physician's skill must be. Nothing is more common than for people to be ill, yet quite unable to tell what is the matter with them. When the patient notes his own symptoms, and can state them intelligently, his case is greatly simplified, though even that will not always ensure a correct treatment. The people who die of disease, though treated for one disease, while suffering from another are legion; and to take one calumniated instance only, since over the fate of Italy's greatest painter, Raphael.

'And how did you get on with the doctor, Patrick?' 'A man once asked his friend.

'Faith, Michael,' was the reply, 'I just gave him three-and-a-half-pence, and told him in English what was the matter with me. Then the doctor told me the same thing in Latin; and that was the end of the business.'

Such a result as this not unusual, but it is unsatisfactory. Whoever takes the aid of medicine does so in the hope of finding a cure, and though many are grievously disappointed in their quest, they can have no other object.

The fact is that field of study is too vast for any man, however great his ability, to master the causes and cures of all human ailments, as physicians are supposed to do. Hence arises specialisation, so that one doctor is said to be an authority on the eye, another on the ear, and so on. Mother Seigels' Curative Syrup will not cure every ill; it will not make the blind to see, nor the deaf to hear; but it will cure, absolutely, indigestion, and the long list of complaints that accompany, or arise out of, that widespread malady. There are a few details of an interesting case that of Mr. Charles Zott, of Buffalo, Canada Street, East London. Writing on 4th December, 1903, to Messrs. A. J. White (Colonial), Ltd., corner of Princes and Oxford Streets, Pur: Elizabeth Cape Colony, proprietors in S. Afric: Mother Seigels' Curative Syrup, Mr. Zott says: 'When England two years ago I suffered great agony from acute indigestion. I tried a large number of medicines supposed to be useful for my complaint but received not the least relief from any of them. Certainly, it was not from any want of perseverance on my part that they failed. I was desirous of relief when one day a friend recommended to me to take a course of Mother Seigels' Curative Syrup, which he assured had an unequalled record for the cure of cases such as mine. I accepted his advice (though without any great expectation of good from it) and was most agreeably surprised to discover a marked improvement in my condition resulting from the very first bottle. This encouraged me to persevere with it, use it, I did not expect to continue to take it when I came to this country. Now my digestion is as good as anybody's could be—thanks to Mother Seigels' Curative Syrup, which I have had to fall back on whenever opportunity offers for it gives me genuine pleasure to do so. I am deeply grateful for the very real benefit I have derived from that extraordinary remedy.'

Mr. Zott's experience is shared by many thousands of men and women in every part of the world. With testimony such as that it is needless to say that it is well known that there is nothing poor, remember more vividly, or with keener appreciation, than what has rescued them from physical pain and mental depression, two insuperable evils combined in indigestion.

S. I. E. N. T. I. N. G.,  
Surgeon Dentist,  
No. 14, D'AUGUSTA STREET.  
TERMS VERY MODERATE  
Consultation Free.  
Hongkong, April 24, 1900.

628

## JALINE

FOR THE DISINFECTION OF  
DRAINS, WATER CLOSETS,  
LAVATORIES, FLORS,  
WALLS, GUTTERS, Etc.

It is the most Recommendable  
and Cheapest

## DISINFECTING FLUID

FOR GENERAL HOUSEHOLD USE.

A LOTION OF 2 PER CENT.  
IS SUFFICIENT.

Recommended by Sanitary Authorities.

Available in One Gallon Tins or in Casks  
of about 40 Gallons.

PRICE ON APPLICATION.

LUTGENS EINSTMANN & CO.,  
SOLE AGENTS.

14, DES VIEUX ROAD, HONGKONG.

Hongkong, April 9, 1904. 635

## STEAM TO CANTON.

THE new Twin Screw Steel Steamer

KWONG CHOW.

1,309 tons. ... Captain J. P. MARTIN.

KWONG TUNG.

1,238 tons. ... Captain H. W. WALKER.

Leave HONGKONG for CANTON at 8.30

Every Evening (Saturday excepted).

Leave CANTON for HONGKONG about

5 o'clock Every Evening (Sunday excepted).

These fine new Steamers have unex-

pected accommodation for First Class

Passengers and are lit throughout by

Electricity.

Passage Fare—Single Journey, \$4.00

Moals ... ... ... ... \$1.00 each.

The Company's Wharf is a short distance

West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD.,

AND

YUEN ON S.S. CO., LTD.,

No. 8, QUEEN'S ROAD WEST.

Hongkong, February 18, 1904. 313

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use

of Ladies and Gentlemen, can now

be had at this Office—Price \$1 each.

CHINA MAIL OFFICE.

## DIABETIC

### NOTHING TO PAY.

Once you try them, you will  
only smoke this brand!

MEXICAN  
PLANTERS

MADE ENTIRELY BY HAND ON  
HYGIENIC PRINCIPLES.

## DINNEFORD'S

The Physician's  
Cure for Gout,  
Rheumatic Gout  
and Gravel.

Safest and most  
gentle Medicine for  
Infants, Children,  
Delicate Females,  
and the  
Sickness of Pregnancy.

The Universal Remedy for Acidity of the  
Stomach, Headache, Heartburn, Indigestion,  
Fever, Eructations, Biliary Affections.

DINNEFORD'S  
MAGNESIA MAGNESIA

Established over Half-a-Century

Read by all Classes in the Colony  
and undoubtedly the

## ADVERTISE

## ADVERTISE

## ADVERTISE

### The Life of Trade.

A ONE-TIME order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drives the argument home and clinches it.

The BEST Medium for  
Advertising is

## China Mail

### His Britannic Majesty's Ships on the China Station.

Name.	Class	Tons.	Guns.	I.H.P.	Captain.	Last reported at
Viceroy	dispatch-vessel	1700	—	3000	Comdr. O. de B. Brock	Mars Bay
Albion	battleship, 1st class	12,950	18*	18,000	Captain T. H. M. Jerram	Mars Bay
Algerine	sloop	1050	6	1400	Capt. Charles Windham C.V.O.	Hongkong
Amphitrite	cruiser, 1st class	11,900	16	18,000	Capt. F. G. Stopford	Singapore
Bleuheim	cruiser, 1st class	9000	12	13,000	Lieut.-Com. F. M. Lawe	Hongkong
Brave	gunboat, 1st class	710	6	1300	Lieut.-Comdr. T. D. Pratt	Shanghai
Centurion	gunboat, 1st class	710	6	1300	Captain Fagan	Mars Bay
Cressey	battleship, 1st class	10,500	14	13,000	Captain Henry M. Tudor	Hongkong
Cherub	cruiser, 1st class	12,600	21	21,000	Captain Robert H. S. Stokes	Singapore
Eclipse	water tank and tug	590	—	300	Comdr. Ernest Barton	Nowchowang
Esquela	cruiser, 2nd class	6500	11	9600	Comdr. P. V. Lawes, D.S.O.	Macau
Fame	sloop	1070	10	1400	Captain W. A. Carter	Macau
Fearless	torpedo boat destroyer	360	6	5700	Lieut. Com. H. L. Well	Weihsienpo
Glory	cruiser, 3rd class	1380	12	9300	Comdr. J. D. Daubree	Shanghai
Handy	battleship, 1st class	12,950	16	18,000	Lieut.-Comdr. G. B. Powell	Weihsienpo
Hart	torpedo boat destroyer	275	6	4000	Hon. N. G. Storford	Macau
Humber	torpedo boat destroyer	280	6	800	Lieut.-Comdr. G. G. Codrington	Mars Bay
Janus	river gunboat	280	6	800	Commander W. H. Nicholson	Shanghai
Kinshas	cruiser, 1st class	14,100	—	31,625	Captain Morris R. Smyr	Canton
Leviathan	cruiser, 1st class	180	2	800	Com. D. St. A. Wake	Shang
Moors	river gunboat	12,950	16	13,000	Lieut.-Com. John Irvin	West River
Ocean	battleship, 1st class	350	6	650	Comdr. T. Jackson	Hongkong
Otter	torpedo boat destroyer	1015	6	1400	Capt. C. H. H. Moore	Yangtze
Phoenix	sloop	980	10	1400	Lieut.-Comdr. Davidson	Hongkong
Rambler	sloop	835	6	650	Fleet Reserve	Macau
Robin	river gunboat	85	2	240	Captain Lewis Bayly.	Macau
Rosario	sloop	950	6	1400	Commodore Dickson	Hongkong
Sandpiper	river gunboat	85	2	240	Lieut.-Comdr. E. V. Dagmore	Yangtze
Sirius	cruiser, 2nd class	3600	8	9000	Capt. J. A. O. Wilkinson	Shanghai
Sparrowhawk	river gunboat	265	6	6500	Lieut. Forbes	Hongkong
Taku	torpedo boat destroyer	250	6	6000	Capt. Leslie Stuart, C.M.G.	Macau
Talbot	cruiser, 2nd class	5600	11	9600	Comdr. A. B. Barker	Hongkong
Tamar	receiving ship	4650	6	—	Lieut.-Comdr. Ernest O. Hardy	Yangtze
Teal	river gunboat	180	2	800	In Reserve	Hongkong
Thetis	cruiser, 2nd class	3400	8	9000	Lieut.-Comdr. Hugh Somerville	Hankow
Tweed	coast defence gunboat	363	3	200	Lieut.-Comdr. Hugh Wason	Yangtze
Vengeance	battleship, 1st class	12,950	16	13,000	Flag of Admiral Sir Gerard H. Neal, Commander-in-Chief.	
Vestal	sloop	980	10	1400	Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, O.B., C.M.G.	
Whiting	torpedo boat destroyer	355	6	650		
Woodcock	river gunboat	320	2	450		
Woodlark	river gunboat	150	2	650		

### Foreign Men-of-war on the China and Japan Station.

4.  
TABLE ADDRESS: "ACHEE," HONGKONG.  
A. S. G. ODE, 4TH EDITION,  
ESTABLISHED 1850.

# ACHEE & CO.

利 廣

No. 17,  
QUEEN'S ROAD,  
HONGKONG.

Furniture  
Dealers.

DRAWING-ROOM,  
DINING-ROOM,  
and BEDROOM  
FURNITURE

ELECTRO-PLATED

CUTLASS and

CHINA WARES

PANTEUR'S MICROBE  
PROOF FILTERS

ROCHESTER LAMPS.

WHITE TURKISF

TOWELS and

COUNTERPANES

KITCHEN UTENSILS  
and HOUSEHOLD  
REQUISITES.



TRADE

MARF.

TELEPHONE NO. 135.

THREE PLACED WHISKIES:

Per Dozen

1st KING EDWARD VII.

VERY OLD LIQUEUR

Gold Label \$22.00

2nd KING EDWARD VII.

LIQUEUR

White Label \$16.50

A Glass 3rd

CLUB' \$15.00

A Whisky that is perfect with TAN-

KAU Water.

SOLE AGENTS:

H. PRICE & CO.,

12, Queen's Road Central,

MEMOS. FOR TO-MORROW.

Amusements

Performances in City Hall.

General Memoranda.

FRIDAY, April 19.

Goods per *Glenfield* not cleared on this date subject to rent.

Goods per *Chesapeake* undelivered after this date subject to rent.

Goods per *Susanna* undelivered after this date subject to rent.

FRIDAY, April 21.

3 p.m. - Meeting of the Freight In-

surance Association Ltd. at the Com-

pany's Office.

FRIDAY, April 22.

2 p.m. Military Gun Practice.

FRIDAY, April 26.

Meeting of the Kowloon Land and Building Co. Ltd. at the Com-

pany's Office.

FRIDAY, April 27.

11 a.m. Auction of Damaged Goods at

The Hongkong & Kowloon Wharf &

Godwin Co., Kowloon.

SUNDAY, April 29.

2 p.m. Meeting of Hongkong Jockey

Club at City Hall.



W.W. POWELL,

LIMITED.

WE HAVE NOW A

FULL STOCK

of all the Newest

SPRING

NOVELTIES.

SUMMER

MUSLINS.

LIGHT DRESS

GOODS.

Lace Stoles,  
Sunshades,  
Novel Ribbons.

We have absolutely the

Largest Selection

of

Muslins, Drills,  
Piques, etc.

IN THE COLONY.

PLEASE SEND FOR  
SAMPLES.

Wm. POWELL, Ltd.

34 QUEEN'S ROAD.

# THE CHINA MAIL.

BIRTH.  
At Grindel, Switzerland, on the 7th April, the wife of Percy R. WALSHAM, Chinese Custom Service, of a Son.

The publication of this issue commenced at 5.15 p.m.

The China Mail.

HONGKONG, FRIDAY, APRIL 15, 1904.

We reproduce in this issue, from the *Manila Callender*, a Washington telegram announcing that the United States Parliament has passed the Frye Shipping Bill, with an amendment that it should not come into effect until July of 1906. Mr Frye's Bill constitutes the trade between the Philippine Islands and the United States a "coastwise trade," and the effect of the new measure is to prevent vessels not flying the American flag from participating in that trade. In our consideration of Mr Chamberlain's fiscal proposals, we referred to the power the British Government would have, should Mr Chamberlain's proposals be adopted, of bargaining with other Governments, and pointed out that this action of U.S. parliamentarians to exclude British ships from participating in a trade which was made chiefly by British enterprise was of that hostile nature that warranted the adoption of Mr Chamberlain's proposals. In his admirable speech in Liverpool, Mr Chamberlain called the attention of his hearers, and the larger public outside, to the anomaly of allowing foreign ships to coast round the British Isles and to make free use of her ports all over the world, while they set up artificial barriers to British shipping, and he gave as an instance the fact that a British vessel could

not make the voyage from Archangel to Vladivostok because the Russian Government chose to regard that as "coastwise trade." The Russian Government, of course, was quite entitled to impose whatever restrictions it liked. So is the United States Government. But there be no doubt of the hostility which prompts such legislation, and it is all the more marked in the case of the Philippine Islands. There, foreign trade was fostered and developed by British capital. And

we have known the condition of affairs in the Philippines under the Spanish régime will controvert the statement that the Briton led the way in developing the resources of the islands and creating their foreign trade. By preferential tariff in the first instance, and now by hostile shipping laws, the United States are doing what they can to neutralise British commercial predominance in the Philippines, if not to drive the British element out altogether.

Whether the new shipping law will be beneficial to the Philippines trade is another matter. The American mercantile marine is not very much in evidence in foreign waters, and it is doubtful if it ever would become more numerous unless artificially created and stimulated, for the American people have found out what the British working classes are finding out, that the seafaring life is not so attractive as a life ashore. By the American shipping laws, Asiatics are excluded from certain positions on the American vessel, so that the expense of running American vessels must be greater than a foreign vessel of corresponding tonnage on which Asiatics are employed.

Will the difference in the tariff for direct shipments to the United States compensate the shipper for the extra freight he will have to pay when the foreign competitor—who is, incidentally, the British ship-owner—is driven out of the trade? Or will it pay better to ship Philippine produce to Hongkong and Singapore in foreign bottoms and then transfer into foreign bottoms for the United States? Those who have to pay the freight will soon find out which is the more profitable method. It will be seen from the leading article we reproduce from the *Callender* what is thought of the prospect in Manila.

A New Profession.  
Further action has been taken by the Board of Trade in regard to the vexed question of the measurement of foreign ships in British ports. Some time ago, it will be recalled, the Department notified the French Government that henceforth French ships would be liable to re-measurement in British ports, the step being necessary owing to the fact that the full tonnage of French ships was not always certified, resulting in a loss of dues to English dock owners, and the consequent placing of British ships at an unfair disadvantage. The Board of Trade has issued an Order in Council notifying the change, and, in consequence, the French Government has now decided to issue certificates of tonnage to ships flying the French flag based on the British method of measurement, thus helping to abolish the grievance so long complained of by English ship and dock owners. Such certificates will be accepted by English dock owners. There is a probability that the new Order will be extended so as to apply to Spanish, Italian, and other foreign vessels.

You say you have a brother residing in Canada? Yes, he used to do some wonderful balancing acts when he was in New York. "Acrobat or bank cashier?"

It is not quite clear from the despatches that have come to hand whether the sinking of the battleship *Petropavlovsk* can be claimed as a Japanese victory or must be set down as due to another Russian blunder. According to telegrams from Chefoo, the Russian fleet sailed in strength from Port Arthur on the 9th inst. This would seem to indicate that Admiral Makarov had succeeded in repairing some of the vessels injured in the surprise attack of 8th February, and also that the Japanese admiral had withdrawn in order to challenge the Russian to a fight in the open sea, away from the protection of the land batteries. Admiral Makarov had the reputation of personal bravery, and he announced, when he left for the East, that he intended to make use of any opportunities that offered to fight the Japanese fleet. We must await further information of the naval engagement, which, it would appear, was fought outside Port Arthur. From the Russian side, it is reported that a retreat was made to the shelter of Port Arthur when it was found that the Japanese outnumbered the Russian squadron, and while the Japanese claim to have destroyed the *Petropavlovsk* and a torpedo boat destroyer without loss to themselves, the Russians report the loss only of the battleship, and state that this was the result of an accident at the entrance to Port Arthur. No claim is made by the Russians of damage done to the Japanese.

It is to be assumed that the fire from the Japanese warships was hot and so accurate that it was only to court the destruction of the whole squadron without getting at his enemy to continue an unequal contest, and that Admiral Makarov thereupon decided to run for safety. It is possible that the battleship's steering gear was damaged so that she became unmanageable in the narrow channel and drifted upon one of the Russian mines, the exact whereabouts of which must be unknown to the British since the loss of the *Yenesei*. Of course, it is possible that the *Petropavlovsk* was blown up by a Japanese mine, but that is a more improbable hypothesis.

The result of this fresh naval disaster will be to further demoralise the Russian force and to shake their nerve while producing greater confidence amongst the Japanese. Far more

loss of the *Petropavlovsk* is the loss of Admiral Makarov. He was known as a brave man, of great resourcefulness, and if the naval force under his command had been on anything like equal strength with the Japanese he would undoubtedly have made a strong bid for victory. Those who met him when he was in command of the Russian Far Eastern squadron some years ago remember him as a kind and courteous gentleman, and much sympathy will be felt for his widow by all the foreign communities in the Far East. While we rejoice with our allies, the Japanese, upon the success that has rewarded their brave stand against Muscovite aggression, we feel certain that the Russian people have the deep sympathy of all nationalities, including the Japanese, in the great losses they have sustained. So far as it is possible to discriminate between a policy and a people, it may be said without paradox that no one can regard the terrible loss of life on the Russian side without a pang. The people of the country suffer for the unwisdom of their rulers. It is to be hoped this last blow will hasten the preliminaries for the negotiation of peace.

Foreign Vessels in British Ports.  
The *China Times* makes the following editorial comments:—The order of deportation passed against the Editor of the *China Times* in Tientsin does not seem to have evoked any strong protest. Presumably it has been felt that the article complained of could not be justified in a place like Tientsin. But it may be of interest to point out that the Siam Order in Council contains exactly the same provision on this point as the China and Japan Order in Council, and that it applies to all British subjects, not only to journalists. If any one satisfies a British Court that a British subject in these countries is about to commit a breach of the peace, or that his conduct is likely to excite a breach of the peace, then the British subject is summoned before the Court and required to give security for his future good behaviour.

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## BY TELEGRAPH.

CHINA MAIL'S EXCLUSIVE SERVICE.  
SUPPLIED BY FEUDER, LTD ROMNEY.

Received April 14, 7 p.m.

## THE RUSSO-JAPANESE WAR.

## THE DEATH OF ADMIRAL MAKAROFF.

## The Tsar's Message to His Widow.

LONDON, April 14.

On receipt of the news of the death of Admiral Makaroff, the Tsar sent a message to his widow, expressing his sincere sorrow at the death of so able an Admiral.

The funeral service is to be held at the Admiralty church, St. Petersburg, to-morrow.

## THE ATTACK ON PORT ARTHUR.

## Russian Accounts.

## Japanese Repulsed.

Telegrams from the seat of war via Russian routes give a diverse account of the last attack on Port Arthur.

They state that the Russians repulsed the Japanese and forced them to withdraw.

The town was unharmed by shells, but the damage to the forts and fleet is not mentioned.

## THE PETROPAVLOVSK.

## Japanese Claim to Have Sunk the Flagship.

Mr. M. Noma, the Japanese Consul, sends us the following copy of a telegram received by him from the authorities in Tokyo:

Tokyo, April 14, 7 p.m.

A telegram received by the Government at Tokyo from Rear-Admiral Uryu, the Commander of a detached squadron, states it is reported by one of our torpedo boats that one of our squadrons made close approach to Port Arthur on the 13th instant, and opened fire on the Russian fleet. During the battle, the Japanese warships sank a Russian battleship of the "Petropavlovsk" class, and also a torpedo-boat destroyer. The whole of our offensive squadron is safe. An official report from Admiral Togo is not yet been received.

## JAPANESE PRINCES AT THE FRONT.

The number of Japanese Princes in the Imperial family is eleven, nine of whom are serving at the front, either in the Army or Navy. Prince Kaya, and a prince of the Konotsu family are the only two not at the front.

[REUTER'S SERVICE]

## GERMANY AND THE ANGLO-FRENCH AGREEMENT.

London, April 15.

Speaking in the Reichstag, Count von Bulow said that Germany had nothing to complain of in reference to the Anglo-French agreement, if only because strained relations between Great Britain and France would imperil the peace of the world.

## THE THIBET EXPEDITION.

The Thibet expedition has reached its destination, Gyantse, without the loss of a man.

## THE WAR.

News from St. Petersburg says that the Japanese fleet having appeared (off Port Arthur), the Russian fleet put to sea and pursued a portion of the enemy's force, and upon the latter being re-inforced, bringing their total to 29 ships, the Russian fleet returned to harbour. On the way back the "Petropavlovsk" struck a mine which exploded and capsized the battleship. The Captain, five officers and 32 men, all wounded, were saved. Admiral Makaroff and the whole of his staff were drowned. The Grand Duke Cyril was saved in a wounded condition. His brother the Grand Duke Boris watched the catastrophe from another ship.

## MANILA CABLENEWS SERVICE.

## RUSSIAN FLEET PUTS OUT TO SEA.

Chefoo, April 9.

The Russian squadron with almost its full complement of ships has sailed from Port Arthur under Admiral Makaroff and it is reported it has not that part of the Japanese squadron which recently returned and that an important battle has been fought.

Chefoo, April 11.

The Japanese squadron has appeared in force at Port Arthur and the Russian squadron which made a sally under command of Admiral Makaroff has again retired into the harbor. No attack has yet been made by the Japanese although an early bombardment is expected.

## TRAIN-LOADS OF WOUNDED.

An attempt of the Russians to break through the lines of the Japanese army in the northern part of Korea has been checked and the advance repulsed. The Japanese troops are driving the Russians further north in what is believed to be an attempt to clear Korea of this Muscovite.

Evidences of the heavy fighting which has lately occurred at the Yalu are beginning to come in the shape of wounded men. Two train-loads have already arrived at Mukden and it is reported that still more are expected. The condition of the wounded is pitiful owing to the severity of the weather and the inadequate medical facilities.

## BALL AT THE CITY HALL.

The first ball of the King Edward VII Lodge, No. 910, Royal Ancient Order of Buffaloes, was given at the City Hall last night, and a highly successful one it was.

The entrance to the Hall and the grand staircase bore evidence of the labour that had been bestowed on it by florists and decorators. On the landing, the initials of the Lodge stood out in evergreens and flowers, and a pair of buffalo horns were guarded by two ancient brass howitzers. The corridor and various ante-rooms bore the same pleasing appearance, while the ball room was a blaze of colour and lights. On the walls were hung bayonets and sabres, surrounded by flags which, taken in conjunction with the fair women and brave men who maneuvered through the room to the strains of a dreamy waltz, made a scene, which, for the last dance of the season, was very fine. About 100 couples joined the floor until the early hours, and all agreed that an enjoyable time had been spent.

Supper was laid out on the verandah, and was, as usual, availed of by all. The duties of M.C.'s were in the hands of Mr. J. H. Oxberry and Staff-surgeon Hyatt, while a committee consisting of Messrs. G. G. Burnell (vice-president), Young Hill (treasurer), E. W. Rogers, Hung Mak Ho, J. Johnson, H. P. Madar, Goodhall, R. A. Collins and S. Muse supervised the general arrangements, which were excellent. The Secretary, Mr. J. J. Blako looked after the comfort of all in a manner which calls for praise. The Ball was a fitting finale to the dancing season, and the next ball of the R. A. O. B. will be looked forward to with pleasure.

## FIRE IN QUEEN'S ROAD.

Damages \$10,000.

Within the last week or so fires have been fairly prevalent in Hongkong. Following the big fire at Kowloon last Sunday came another one last night in Queen's Road. The fire was first noticed about 11 p.m., but had evidently started long before then, as the flames had reached the roof of one of the houses when the brigade arrived.

The outbreak is supposed to have occurred on the second floor of No. 288, a Chinese hotel, or tea shop, from whence it spread to the adjoining premises, Nos. 284, 296 and 290. The flames were shooting high into the sky when the houses were played on to No. 288, and for some considerable time the water seemed to have no effect. The firemen were able to play on the fire from both front and rear, but even this failed to prevent the fire from spreading. The floors and roof of 288 soon collapsed, sending myriads of sparks into the sky. Against the darkness of the night these sparks showed out, with pyrotechnical effect.

From the burning building the fire crept to 286, a jewellery, silk and piece goods store, from whence it travelled to 284. On the other side No. 290 fell to the force of the flames and ignited. For a considerable time the firemen battled against the fire, and finally overcame it, but not before No. 288 was a total wreck. The other houses were not damaged much, although water spoilt a lot of goods in all the places.

The State of the Building.—The usual annual examination of the building was made by the architects, Messrs. Palmer and Turner, in October, 1903, and the floors of the St. George's and St. Andrew's Halls were found to be quite sound. Several defective beams in the roofs were renewed and other necessary repairs effected. The amount spent on ordinary repairs during the 18 months ending 31st December, 1903, was \$30,024.46. The architects report that extensive repairs to the roofs will shortly be necessary. Two new urinals have been fixed, at a cost of \$1,164.50, and constitute a great sanitary improvement on the old-fashioned fittings which they have replaced.

Theatre, &c.—During the 18 months ending 31st December, 1903, the Theatre was let to the Amateur Dramatic Club, Mr. Broth, Mr. Dallas, Pollard's Lilliputian and Comedy Companies, and many other minor companies and entertainers. Extensive improvements have been effected in the Theatre, including the remodelling of the Dress Circle, Electric Lighting of the Auditorium and adapting the stage to the requirements of modern scenery, at a total cost of \$5,392.27. The tariff of rents was raised considerably from 1st January, 1903, in order to meet the fall in exchange, and the receipts show a more than corresponding increase.

In the Franco German war the small Prussian navy was powerless. Kiel, Wilhelmshaven, and other ports were defended by mines which were not required, as the French fleet was effectively prevented on other ground, from attacks on the Prussian littoral. The only effect of the mines was to impede the entry of German ships into their own ports, and thus to bring about several captures, while the subsequent removal of the mine fields led to a fatal accident.

And again during the Spanish American war mine fields were laid in the approaches to New York, Philadelphia and Boston. The result was an almost intolerable hindrance to traffic, which would have greatly facilitated the operations of a Spanish commerce destroyer, if such a vessel had been able to maintain herself off these ports.

"It may safely be assumed," says Sir George Clarke, "that hostile vessels will not enter cramped interior waters under effective fire, and the provision of a few guns in such cases is far more economical than an equipment of submarine mines. In any case the latter afford no protection against torpedo craft. As peculiar moral value has always been claimed for this form of defence, the mining of channels will generally be proclaimed, whether it has been carried out or not."

Submarine mines may be roughly divided into three classes: (1) Mechanical mines, which once laid, are uncontrollable and automatically exploded if struck by any passing vessel. (2) Electrically by cables with the shore, and capable of being rendered active when struck. (3) Observation mines laid on the ground or at depths greater than a ship's draught, and fired electrically from an observatory station when a hostile vessel is ascertained to be within their sphere of action.

The first class are so dangerous as to be indiscriminate, except in cases where it is desired to close a channel alike to friend and foe.

The second necessarily constitutes an obstruction to waterways, and involves special pilothouse arrangements and delay to maritime traffic. Moreover, no mine which contains its own means of ignition is entirely free from danger; and there is no evidence that such mines, even when nominally inactive, might not be fired if cut through by a ship's screw.

The third class is open to no objection on the ground of physical obstruction to waterways, but unless the identification of an enemy's vessels can be absolutely guaranteed, it in any case breaks down altogether as a protection in thick weather.

## THE CITY HALL.

The annual meeting of the shareholders in and subscribers to the City Hall was held yesterday evening in the Library. Hon. C. W. Diacon presided, and there were also present Hon. H. E. Pollock, K.O., Messrs. H. N. Mody, N. A. Siebs, B. Layton, H. W. Bird, and F. B. L. Bowley (secretary).

The Chairman said—Gentlemen, the report and accounts have been circulated, and I propose to take them read. It will be noticed that they cover a period of eighteen months ending 31st December last. In previous years the report and accounts have been brought up to the 30th June, but it is proposed in future to close them at the end of each calendar year. The Committee regret the death of the old comrade Lau A. Yau, which occurred last summer; his many years' experience was invaluable to the organisers of entertainments, and it will be difficult to fill his place. It will be noticed that the tariff of rents for the theatre and hall was increased considerably in January, 1903, and the result has been an increase of revenue. The Chief Justice said "It is evident that the Government for the time being has been compelled to make the solitaires pay the costs of \$900 paid to the defendant as plaintiff's solicitor."

Hon. H. E. Pollock, K.O. (instructed by Mr. G. K. Hall Bruton, solicitor) appeared for the plaintiff, and Mr. E. H. Sharp, K.O. (instructed by Mr. R. Harding, of Messrs. Evans and Harston, solicitors, acting under power of attorney from Mr. J. Scott Harston), represented the defendant.

The Chief Justice said "It is evident that the Government for the time being has been compelled to make the solitaires pay the costs of \$900 paid to the defendant as plaintiff's solicitor."

Hon. H. E. Pollock, K.O. (instructed by Mr. G. K. Hall Bruton, solicitor) appeared for the plaintiff, and Mr. E. H. Sharp, K.O. (instructed by Mr. R. Harding, of Messrs. Evans and Harston, solicitors, acting under power of attorney from Mr. J. Scott Harston), represented the defendant.

The Chief Justice said "It is evident that the Government for the time being has been compelled to make the solitaires pay the costs of \$900 paid to the defendant as plaintiff's solicitor."

Hon. H. E. Pollock, K.O. (instructed by Mr. G. K. Hall Bruton, solicitor) appeared for the plaintiff, and Mr. E. H. Sharp, K.O. (instructed by Mr. R. Harding, of Messrs. Evans and Harston, solicitors, acting under power of attorney from Mr. J. Scott Harston), represented the defendant.

The Chief Justice said "It is evident that the Government for the time being has been compelled to make the solitaires pay the costs of \$900 paid to the defendant as plaintiff's solicitor."

Hon. H. E. Pollock, K.O. (instructed by Mr. G. K. Hall Bruton, solicitor) appeared for the plaintiff, and Mr. E. H. Sharp, K.O. (instructed by Mr. R. Harding, of Messrs. Evans and Harston, solicitors, acting under power of attorney from Mr. J. Scott Harston), represented the defendant.

The Chief Justice said "It is evident that the Government for the time being has been compelled to make the solitaires pay the costs of \$900 paid to the defendant as plaintiff's solicitor."

Hon. H. E. Pollock, K.O. (instructed by Mr. G. K. Hall Bruton, solicitor) appeared for the plaintiff, and Mr. E. H. Sharp, K.O. (instructed by Mr. R. Harding, of Messrs. Evans and Harston, solicitors, acting under power of attorney from Mr. J. Scott Harston), represented the defendant.

The Chief Justice said "It is evident that the Government for the time being has been compelled to make the solitaires pay the costs of \$900 paid to the defendant as plaintiff's solicitor."

Hon. H. E. Pollock, K.O. (instructed by Mr. G. K. Hall Bruton, solicitor) appeared for the plaintiff, and Mr. E. H. Sharp, K.O. (instructed by Mr. R. Harding, of Messrs. Evans and Harston, solicitors, acting under power of attorney from Mr. J. Scott Harston), represented the defendant.

The Chief Justice said "It is evident that the Government for the time being has been compelled to make the solitaires pay the costs of \$900 paid to the defendant as plaintiff's solicitor."

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The Chief Justice said "It is evident that the Government for the time being has been compelled to make the solitaires pay the costs of \$900 paid to the defendant as plaintiff's solicitor."

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The Chief Justice said "It is evident that the Government for the time being has been compelled to make the solitaires pay the costs of \$900 paid to the defendant as plaintiff's solicitor."

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The Chief Justice said "It is evident that the Government for the time being has been compelled to make the solitaires pay the costs of \$900 paid to the defendant as plaintiff's solicitor."

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The Chief Justice said "It is evident that the Government for the time being has been compelled to make the solitaires pay the costs of \$900 paid to the defendant as plaintiff's solicitor."

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The Chief Justice said "It is evident that the Government for the time being has been compelled to make the solitaires pay the costs of \$900 paid to the defendant as plaintiff's solicitor."

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## THE CHINA MAIL.

FRIDAY, APRIL 15, 1904.

## Shipping.

## PENINSULAR &amp; ORIENTAL STEAMSHIP NAVIGATION COMPANY

WILL despatch VESSELS to the Undesignated PORTS on the DATE	STEAMERS	TO SAIL ON	REMARKS.
YAMA, VIA SHAI, MOJI & KOBE (passing through the INLAND SEA).....	Manila	About 18th April	Freight and Passage.
LONDON, &c. ....	H. G. LEWELLIN	April	
SHANGHAI.....	G. PHILIPS	Noon, 23rd April	See Special Advertisement.
LONDON & ANTWERP, VIA STORE, PLANO, CH'HO, PORT SAID AND MARSAILLES.....	J. D. AMBROSE, R.N.R.	About 23rd April	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

P. &amp; O. S. N. Co.'s Office,

Hongkong, April 14, 1904.

## Shipping.

## OCEAN STEAM SHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

## OUTWARDS.

FROM	STEAMERS	TO	DUE
GLASGOW AND LIVERPOOL	HYSON	18th	April.
GLASGOW AND LIVERPOOL	PROMETHEUS	24th	April.
GLASGOW AND LIVERPOOL	DEUCALION	1st	May.
GLASGOW AND LIVERPOOL	ULYSSES	7th	May.
GLASGOW AND LIVERPOOL	DARDANUS	13th	May.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL	DUE
LONDON & ANTWERP	TELEMACHUS	26th	April.
LONDON & ANTWERP	ANTON	10th	May.
GENOA, MARSELLA & LIVERPOOL	ACHILLES	20th	May.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL	DUE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA N'KI, KOBE & YOKOHAMA	HYSON	19th	April.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, April 14, 1904.

CHINA NAVIGATION CO., LTD.

FOR	STEAMERS	TO SAIL	DUE
SWATOW, TSINGTAU AND TIENSIN, KANSU	TIANAN	18th April.	

KOBE

PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SIDNEY TAIYUAN \* 1

and MELBOURNE 23rd April.

\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.

A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze &amp; Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, April 13, 1904.

CHINA NAVIGATION CO., LTD.

FOR	STEAMERS	TO SAIL	DUE
SWATOW, TSINGTAU AND TIENSIN, KANSU	TIANAN	19th April, 4 p.m.	

PAQUEBOT POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSELLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; Also

PORTS OF BRAZIL &amp; RIVER PLATE.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bill of Lading issued for BATA VIA PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON, &amp; Co., Ltd.

Agent.

Hongkong, April 12, 1904.

702

AMERICAN ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Gregory Ager, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from along-side.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense.

Cargo remaining on board will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 10th inst., will be subject to rent.

No Fire Insurance will be effected.

All Damaged Packages must be left in the Godowns, and a certificate of the Damage obtained from the Godown Company within ten days after the steamer's arrival, after which no Claims will be recognized.

McGregor Bros. &amp; Gow.

Hongkong, April 13, 1904.

703

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Gregory Ager, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from along-side.

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Cargo remaining on board will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON, &amp; Co., Ltd.

Agent.

Hongkong, April 12, 1904.

702

AMERICAN ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship Claverley, Captain W. P. Purdy, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Wanchai Storage Co. at WANCHAI and stored at Consignees' risk and expense.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense.

Cargo remaining on board will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo are hereby informed that their Goods will be delivered from along-side.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense.

Cargo remaining on board will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

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Cargo impeding the discharge will be landed at once at Consignees' risk and expense.

Cargo remaining on board will be landed at Consignees' risk



## THE CHINA MAIL.

## A DEVOTED MOTHER

PERILS HER LIFE FOR HER CHILD.

**M**ODEST, retiring, seeing no great merit in her own devotion, Mrs Went, the wife of an Essex man, has a higher claim to respect—though until now the world has never heard of her—than many a show heroine of the sensational newspaper.

A representative of the *Essex Telegraph* gives the simple story which she told in reply to his questions.

The tragedy which seemed to threaten the family circle of Mr. and Mrs. Went had its origin in this brave woman's devotion to her children; and that she did not actually give her life for theirs is due not to any sparing of herself, but to the fact that when, exhausted by nursing two of them in succession through dangerous illnesses, she fell sick herself and seemed likely to die. Dr. Williams' pink pills for pale people snatched her from her peril and made her a strong woman again, able to continue her devoted life as wife and mother.

In October, 1902, one of her sons became seriously ill. Night and day the unceasing mother sat at his bedside, rendering that the nursing can do more than doctors: the doctors themselves are the first to affirm it. When at last her boy was out of danger, and Mrs. Went—already exhausted by the long devotion which had warded off the threatened death—began to hope for a little rest, her daughter was suddenly brought home from London stricken with the dread typhoid fever. But the noble woman did not shirk the task before her. Her nursing saved her daughter's life but her own health collapsed at the end of the long months of

Hopelessly wrecked.

anxiety and overwork. She seemed hopelessly wrecked. As long as there was anything to be done for other she laboured cheerfully and without stint. The moment her care could be dispensed with she dropped exhausted.

"Day after day," she said, "I lay helpless on the couch, unable to do anything, and wanting only to be left in peace. The strain of continual nursing from October to February had made me hysterical; my nerves were all on end, and I had terrible pains in the head. I tried many remedies, but without benefit, until a pamphlet came into my hands, in which I read of cases exactly like my own which had been cured by Dr. Williams' pink pills. I decided to give them a trial. My health began to improve at once. The pills seemed to put new life-blood into me. I was soon able to resume my household duties, and ever since I began to take the medicine I have felt an altogether different woman."

I took only three bottles at all that time, but still keep a bottle in the house, and occasionally take a dose or two as a tonic, for I think they are really invaluable and should be always at hand in every home. You have my permission to publish my statement and my address: 24, Upper Park-road, Brightlingsea, England, for I think the benefits to be derived from a course of Dr. Williams' pink pills should be made known far and wide."

Men as well as women benefit by the new blood and new strength which Dr. Williams' pink pills are able to give. But it is only the genuine pills bearing Dr. Williams' name (and to be obtained post free for two and a half pence from Dr. Williams' Medicine Company, Holborn-Induct, London, if readers have any difficulty in purchasing the genuine at shops) which cure so many cases of a scrofula, bilious consumption, fits, gout, indigestion, kidney diseases, paralysis, locomotor atrophy, St. Vitus' dance, and the frequent ailments of ladies. Substitute care nothing. If Mrs. Went had used an imitation, she would probably never have recovered from the terrible state of exhaustion into which she had fallen, and it is to the genuine remedy that she owes the fact that she still lives to enjoy the love and gratitude of the family to which she so unsparsingly gave her best.

## Exchange.

HONGKONG, April 15, 1904.

On London	Bank, wire, ...	... 1/81
	On demand, ...	... 1/81
	30 days' sight, ...	... 1/81
	4 months' sight, ...	... 1/81
Cash, documentary, 4 months' sight, ...	... 1/81	
On Paris	On demand, ...	... 21/8
	Credit, 4 months' sight, ...	... 22/8
On Berlin	On demand, ...	... 17/8
On New York	On demand, ...	... 42/8
	Credit, 60 days' sight, ...	... 43/8
On Bombay	Wires, ...	... 128/8
	On demand, ...	... 128/8
On Calcutta	Wires, ...	... 129/8
	On demand, ...	... 129/8
On Singapore	On demand, ...	... Nom.
On Manila	On demand, ...	... Nom.
On Madras	On demand, ...	... Nom.
On London	On demand, ...	... 1/81
On Paris	On demand, ...	... 21/8
On Berlin	On demand, ...	... 17/8
On New York	On demand, ...	... 42/8
	Credit, 60 days' sight, ...	... 43/8
On Bombay	Wires, ...	... 128/8
	On demand, ...	... 128/8
On Calcutta	Wires, ...	... 129/8
	On demand, ...	... 129/8
On Singapore	On demand, ...	... Nom.
On Manila	On demand, ...	... Nom.
On Madras	On demand, ...	... Nom.
On London	On demand, ...	... 1/81
On Paris	On demand, ...	... 21/8
On Berlin	On demand, ...	... 17/8
On New York	On demand, ...	... 42/8
	Credit, 60 days' sight, ...	... 43/8
On Bombay	Wires, ...	... 128/8
	On demand, ...	... 128/8
On Calcutta	Wires, ...	... 129/8
	On demand, ...	... 129/8
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	On demand, ...	... 128/8
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On Manila	On demand, ...	... Nom.
On Madras	On demand, ...	... Nom.
On London	On demand, ...	... 1/81
On Paris	On demand, ...	... 21/8
On Berlin	On demand, ...	... 17/8
On New York	On demand, ...	... 42/8
	Credit, 60 days' sight, ...	... 43/8
On Bombay	Wires, ...	... 128/8
	On demand, ...	... 128/8
On Calcutta	Wires, ...	... 129/8
	On demand, ...	... 129/8
On Singapore	On demand, ...	... Nom.
On Manila	On demand, ...	... Nom.
On Madras	On demand, ...	... Nom.
On London	On demand, ...	... 1/81
On Paris	On demand, ...	... 21/8
On Berlin	On demand, ...	... 17/8
On New York	On demand, ...	... 42/8
	Credit, 60 days' sight, ...	... 43/8
On Bombay	Wires, ...	... 128/8
	On demand, ...	... 128/8
On Calcutta	Wires, ...	... 129/8
	On demand, ...	... 129/8
On Singapore	On demand, ...	... Nom.
On Manila	On demand, ...	... Nom.
On Madras	On demand, ...	... Nom.
On London	On demand, ...	... 1/81
On Paris	On demand, ...	... 21/8
On Berlin	On demand, ...	... 17/8
On New York	On demand, ...	... 42/8
	Credit, 60 days' sight, ...	... 43/8
On Bombay	Wires, ...	... 128/8
	On demand, ...	... 128/8
On Calcutta	Wires, ...	... 129/8
	On demand, ...	... 129/8
On Singapore	On demand, ...	... Nom.
On Manila	On demand, ...	... Nom.
On Madras	On demand, ...	... Nom.
On London	On demand, ...	... 1/81
On Paris	On demand, ...	... 21/8
On Berlin	On demand, ...	... 17/8
On New York	On demand, ...	... 42/8
	Credit, 60 days' sight, ...	... 43/8
On Bombay	Wires, ...	... 128/8
	On demand, ...	... 128/8
On Calcutta	Wires, ...	... 129/8
	On demand, ...	... 129/8
On Singapore	On demand, ...	... Nom.
On Manila	On demand, ...	... Nom.
On Madras	On demand, ...	... Nom.
On London	On demand, ...	... 1/81
On Paris	On demand, ...	... 21/8
On Berlin	On demand, ...	... 17/8
On New York	On demand, ...	... 42/8
	Credit, 60 days' sight, ...	... 43/8
On Bombay	Wires, ...	... 128/8
	On demand, ...	... 128/8
On Calcutta	Wires, ...	... 129/8
	On demand, ...	... 129/8
On Singapore	On demand, ...	... Nom.
On Manila	On demand, ...	... Nom.
On Madras	On demand, ...	... Nom.
On London	On demand, ...	... 1/81
On Paris	On demand, ...	... 21/8
On Berlin	On demand, ...	... 17/8
On New York	On demand, ...	... 42/8
	Credit, 60 days' sight, ...	... 43/8
On Bombay	Wires, ...	... 128/8
	On demand, ...	... 128/8
On Calcutta	Wires, ...	... 129/8
	On demand, ...	... 129/8
On Singapore	On demand, ...	... Nom.
On Manila	On demand, ...	... Nom.
On Madras	On demand, ...	... Nom.
On London	On demand, ...	... 1/81
On Paris	On demand, ...	... 21/8
On Berlin	On demand, ...	... 17/8
On New York	On demand, ...	... 42/8
	Credit, 60 days' sight, ...	... 43/8
On Bombay	Wires, ...	... 128/8
	On demand, ...	... 128/8
On Calcutta	Wires, ...	... 129/8
	On demand, ...	... 129/8
On Singapore	On demand, ...	... Nom.
On Manila	On demand, ...	... Nom.
On Madras	On demand, ...	... Nom.
On London	On demand, ...	... 1/81
On Paris	On demand, ...	... 21/8
On Berlin	On demand, ...	... 17/8
On New York	On demand, ...	... 42/8
	Credit, 60 days' sight, ...	... 43/8
On Bombay	Wires, ...	... 128/8
	On demand, ...	... 128/8
On Calcutta	Wires, ...	... 129/8
	On demand, ...	... 129/8
On Singapore	On demand, ...	... Nom.
On Manila	On demand, ...	... Nom.
On Madras	On demand, ...	... Nom.
On London	On demand, ...	... 1/81
On Paris	On demand, ...	... 21/8
On Berlin	On demand, ...	... 17/8
On New York	On demand, ...	... 42/8
	Credit, 60 days' sight, ...	...